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## SPEAKER CANNON WRITES OF THE CHRISTMAS OF HOMESPUN DAYS

THE PICTURE PAPER THAT CAME ON A MEMORABLE CHRISTMAS AND SOON BECAME THE TATTERED JOY OF ALL—THE HARD, HARD DAYS OF LONG AGO, WHEN HE WAS A BOY ON THE BANKS OF THE WABASH—THE NEW CLOTHES THAT WERE MADE FOR THE HOLIDAY SEASON.



SPEAKER CANNON.

By Joseph G. Cannon.  
Speaker of the House of Representatives.

Christmas? Does any Christmas of my early boyhood stand out in my memory? Hah! Those were days when Christmas was rather different from this modern, 20th century, up-to-the-minute civilization. The Christmas of my boyhood runs back to the pioneer days on the banks of the Wabash. It was a case of simple ways and simple wants.

The settler went in, and he had to dig to make anything of the 50-acre tract which he took up with his government scrip. He got his land free, or very cheap, but he had to get it out from under a rank growth of poplar, ash, hickory, elm and scrub oak. It meant long hours and hard muscled. There wasn't very much of anything. There wasn't very much of the necessities, let alone the luxuries of life. The home was a lean-to with two rooms. That was the day of the big spinning wheel, when the mother of the household took the bunch of wool in her hand and walked back and forth in front of the wheel drawing out the thread, and when the mother for our clothes was woven of this thread right there in the house.

Homespun—they were about the color of butternut generally; sometimes, if one were disposed to be extravagant, indigo dye stuff was bought, and they were colored blue. But that was putting on style. Christmas was generally the time of the new clothes—worn, cut and made in the house.

There is one Christmas which does stand out from the rest. It was when I was 15 years old. My older brother had gone to New York to study medicine. In that city he bought, for a nickel, perhaps, or a dime, a picture paper called "Brother Jonathan," and sent it to me by mail. I remember it was mostly pictures, very little reading matter, two or three sheets. Well, we devoured that paper. It lasted us about three days.

double, and double gain, until they surpass in value our export of agricultural products. We have combined with the advantage of unexampled supplies of raw material and unequalled genius for doing things on a great scale. With notable clearness we have seen the economic advantages of great industrial combinations. We have been quick to recognize industrial waste whether in the form of unneeded labor or loss of byproducts, or of unnecessary transportation. But after we admit all that we still admit that we are a long way from having really gained command of the competitive industrial markets.

It is something of a shock to reflect that practically every victory we have gained in international competition has turned on consideration of cheapness and not on consideration of quality. There are few articles we bring to the international markets upon which we would rest our success solely on claims of high grade workmanship. While we have made it possible for the unskilled man to find some marvelous automatic machine, we are now beginning to find that in giving him no intellectual interest in his work and no opportunity for any but the narrowest outlook upon the field of industry in which he is engaged, we have unintentionally taken almost certain steps to prevent his mental and technical development.

I believe that we have failed utterly to grasp the problem of the relation between education and our industrial development and prosperity. It is upon that that I want to speak.

An Object Lesson.  
We have all seen England lose much of her pre-eminence among the industrial nations. I have indicated what I believe to be the principal reasons upon which our own industrial success has been based. But we have seen another nation rapidly as ours wrest from others in the competitive fields the advantage they had long held in serene security. Germany has had not only no youth of raw material such as we have had, but no vast homogeneous domestic market. Her people have lacked the peculiar inventive ingenuity which has in many fields of industry been the sole basis for our achievements, and her artisans have not possessed that delicate artistic sense which has made the handwork of France superior to the obstructions of tariff walls. Her industries have been forced to grapple with British competitors who were entrenched behind a domination of international markets which had been successfully maintained for generations.

Education the Secret.  
I have made a somewhat careful study of Germany's economic success, and I have become firmly convinced that the explanation of the remarkable progress there is to be traced to the method of education. The German system of education, to the schoolmaster is the great cornerstone of Germany's remarkable commercial and industrial progress. The school system of Germany bears a relation to the economic situation that is not met with in any other country.

We all know something of the charges of secondary education which the laws of Germany insist should be given to every youth under 14 years of age. We all know something of the high standing of her universities and the great practical value of her technical schools. There is another feature of the German educational system, however, about which less is known in this country, but I believe it is a feature which is one of the most direct and important in shaping Germany's industrial progress.

There is a division of instruction known as the continuation trade schools. These schools are designed for the instruction of youths engaged in regular industrial employment. They are auxiliary to the regular school system and entirely outside of the regular school system. They are for the training of the cultural training of the regular school system, and at the same time, supplement technical routine of the shop and office.

The courses fall outside of the hours of labor. The curriculum is broadly practical. It includes the science of each particular trade—its mathematics or chemistry for instance—and its technology. But it does not stop there. Principles of business management are taught. The aim is to prepare a student for the practical conduct of a business. He gains knowledge of production and consumption, of markets and of the cause of price fluctuations. He is put into a position to acquire an insight into economic business relations, and into trade practices and conditions. Are not these aims worthy of our schools? What truer democracy can there be than to have a school system that will set the way to every worker, no matter how humble, by which he may rise to a position of importance in the industry in which he is engaged?

English owners of the Manila A. Durrant railroad have made a claim in the United States, through the British ambassador, for \$1,500,000 damages for the use of the road by American troops.

In our house and then it was lent around the neighborhood and was pored over by the neighbors until it was frayed and tattered. That colored picture paper was an event. We had little of that sort of thing. Horace Greeley's New York Tribune came once a week and that gave us our news and information as to the outside world; but there was little of the frivolt in that.

The conditions of that life were primitive. Why, in the town where we lived there was not a house that had a carpet on the floor until after I was 15 years of age; and that first carpet when it came was a three-day rag carpet of the kind that would fade. All the reserve currency in the community, if gathered in a pot and melted up, would not have been enough to make a bracelet such as is worn by the wife of one of our distinguished senators.

But we were so happy. The boy of 12 had his dreams—and the secret of happiness is to have your work and your dreams. Those were good old days! Yes, it is good to be a bare legged boy, with a robust appetite and youth's imagination. But don't mistake. I am not of those who would turn back the hands of the clock. Those good old times are good to remain what and where they are.

To go back would mean giving up the many things which have come to make our lives happy and which have caused our small wisdom to increase. We would have to give it all up; and I, for one, would not make the trade.

This is a wonderful time—this is the life we live. It is a time of much to each. The man—any man—who puts forth muscle effort, crossed with intelligence, gets more for the same today than ever before in the history of the world. That is the real test, the real measure of value—not the dollar, not the coin, but muscle effort crossed with intelligence. Sixty years ago there was not in the country or on the continent the multitude and abundance of material things; and a man's expenditure of his muscle effort brought slender returns. Today, we want the power to have; we want muscle effort, with the smallest attendant amount of intelligence, will bring. It is not so much what another has, it is what the individual may have as a result of his efforts. That is the meaning of opportunity. That is the wealth of our time and country. That is what makes this a Christmas season of abundance.

To do all this does not mean the "commercialization" of our educational states. There is no need for opposition even from those who hold that it is not the place of the schools to teach youth how to earn a livelihood. Such an auxiliary system of trade schools would be available for the youth after he had left the direct influence of the present school system. There are in the United States 100,000,000 of population between the ages of 15 and 20 years. Three-quarters of that number are not in attendance at any school.

What an unreckonable advantage it would be if a substantial proportion of that youth and one-half millions were to be brought within the influence of a new and entirely practical system of education designed to make such youth a more efficient economic unit.

SAN PEDRO ROAD ELECTS OFFICERS.  
At their annual meeting, held at Los Angeles, the stockholders of the San Pedro, Los Angeles & Salt Lake railroad elected officers as follows: President, W. A. Clark; first vice president, W. H. Bancroft; second vice president, J. Ross Clark; secretary, W. H. Consock; treasurer, W. H. Leete.

The members of the executive committee and of the board of directors are the same as last year. Executive Board—W. H. Clark, E. H. Harrison, R. C. Weston and W. D. Corbin.

The disastrous wreck on the Santa Fe of No. 17 at Lang, Kansas, which was chronicled in The Evening Citizen Tuesday, the day the accident occurred, will be remembered by residents of this city who knew Harry Davis, the popular engineer who met death in the wreck, as one of the saddest and most deplorable fatalities to occur on the Santa Fe in a long period.

That the railroad company has concluded that the wreck was the result of fiendish wreckers, will add much pathos to the already sorrowful circumstances connected with the unfortunate mishap.

With Engineer Harry Davis, brother of Mrs. Ed. Plake of this city at the throttle, No. 17, a fast mail train, was dethroned a few miles east of Emporia, as the result of the toppling over of a rail which had been loosened by human hands. The engine, mail, express and three baggage cars were derailed and piled up in a heap at the side of the right of way. William Derrick was buried beneath the wreckage of the baggage car, which caught fire and he was burned to death. Engineer Davis was found at the door of the fire box of his engine, with both legs broken and his skull crushed. The engine turned over on its side as it left the rails. Engineer Davis lived but a few hours after being rescued.

A passenger on No. 17 to Newton, who arrived in this city last evening on route to Los Angeles, said: "The wreck wrought fearful destruction. Five cars were thrown off the track and scattered over the right of way. The engine derailed on its side. Engineer Davis was found by a railroad friend who happened to be on the train, lying with his head in front of the open door of the fire box. He was conscious and in awful agony and the victims were scolding him. He answered the questions of his friend and told him what to do. The train picked him up and laid him on a blanket several yards from the engine. Both legs were broken and the skull was crushed and scalded. He was conscious almost to the last. The fireman did not know how he ever escaped, as he was tossed about like a football. His only injury was to one of his heels. He walked to Lang, a mile and a half away, and notified the operator of the accident. In the meantime some of the trainmen had gone back several hundred yards with lanterns from the Pullman car to warn any other train that might be approaching. The conductor, Harry James, retained his presence of mind and quickly restored order among the terrified passengers. From the baggage car, directly in front of the engine, were heard the cries of an imprisoned man, and efforts were promptly made to get to him. The car was on fire and quick work was necessary. With an ax, the men broke one of the windows, and a sheet of flame shot forth. It was impossible to get to the imprisoned man and his cries soon died away. He was burned with the debris of the car. This was Derrick, the baggage man.

The passengers and trainmen fought the flames, taking some oyster buckets from the express car, emptying the contents and forming a bucket brigade. They succeeded in saving from the flames all but two of the baggage cars. Eight cars in all, left the track. The mail car, express car and three baggage cars were scattered over the right of way and badly smashed. The smoker, a day coach and a chair car left the track and jumped along over the ties, but did not overturn. Many of the passengers were injured and injured, but none of them had dangerous wounds.

General Manager J. E. Hurley wired the agents of the Santa Fe all along the line today that the company will offer a reward of \$5,000 for the arrest and conviction of the person or persons that wrecked No. 17 near Lang.

F. W. Stevens, of Wichita, Kansas, on the way to Lang with five bloodhounds which he is taking to the scene of the wreck, at the suggestion of some of the officials. He hopes to be able to trail the men who did the work, although he is afraid his dogs will have a hard time getting the scent, owing to the number of people that have been walking around the wreckage.

Odell's vicarious charge against the president. New York, Dec. 21.—Former Governor J. B. Odell, chairman of the republican state committee, made a statement today in which he charged President Roosevelt and Governor Higgins with a deliberate attempt to wreck the republican party of this state, for their own personal ambitions. He declared that if disaster ensued, they are he, will be blamed. Odell's accusations were part of his comment on the situation growing out of the contest in the republican party in this state for the speakership of the New York state assembly. Odell declared himself in favor of E. A. Merritt, Jr., several days ago. On Monday last, Governor Higgins came out in favor of J. W. Wadsworth, Jr. Odell gives out a long statement in which he charges Governor Higgins

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## LATE PARTICULARS OF FATAL WRECK

Passenger on Ill-fated Train Arrives in City and Gives Account of Accident

WILL USE BLOODHOUNDS

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## ALBUQUERQUE'S CHEERING NEWS

New Mexico Capitalists Join Money Men of the East

IN ALBUQUERQUE EASTERN

No Sale of Santa Fe Central Railway Will Be Made.

Special to The Citizen. Pittsburgh, Pa., Dec. 21.—A statement has been made here by the best of authority, that certain eastern and New Mexico capitalists have agreed to join the Pittsburgh owners of the Santa Fe railroad of New Mexico, to complete the Albuquerque Eastern branch into Albuquerque and into the Hagen coal fields.

The syndicate has decided to take up this New Mexico proposition and have subscribed \$500,000 to complete the system. Central system, which now runs from Santa Fe to Torrance, by building from Moriarty to Albuquerque, through the rich coal territory about Hagen.

Ex-Governor Francis J. Terrell, president of the company, is in New York managing the final details.

The local holders of the Santa Fe Central say they will not sell the road, but with the eastern and New Mexico men joining forces, they will be able to complete the entire system shortly.

After the syndicate had been received, an Associated Press dispatch was also received, confirming the facts in the special—Editor.

TRULY PREDICTS TIME OF DEATH.  
St. Louis, Mo., Dec. 21.—Mrs. Augusta Troll, widow of the late Henry Troll, a former sheriff of St. Louis, who died yesterday, predicted her own death and made arrangements for her funeral, even so far as selecting a monument to mark her last resting place. Two weeks ago she was asked what she wanted for a Christmas present, and replied: "I wouldn't get anything for me. I will be dead before Christmas."

THE DECEASED WAS BORN JANUARY 15, 1825, in Wehshaden, Germany. At the age of 18 years she came to this country and had lived in this city since 1865. Six children survive her. Her husband died two years ago.

FIRST CABINET DINNER OF SEASON AT WHITE HOUSE.  
Washington, D. C., Dec. 21.—The social season at the White House opens today with the first cabinet dinner given by the president. It will be the only social function before the New Year's reception, on January 1st, and it is expected, will be of unusual brilliancy. All members of the cabinet will be present.

ATLANTIC COAST SWEEP BY SEVERE STORM.  
Norfolk, Va., Dec. 21.—The Virginia and North Carolina coasts were swept by one of the most severe storms of the year last night and this morning. No disasters have been reported from Cape Henry, Va., or Cape Hatteras, N. C., but this absence of news does not slay the fears for shipping at sea.

SITUATION IMPROVING AT SHANGHAI.  
Washington, D. C., Dec. 21.—The state department has a cablegram today from Shanghai reporting that the situation there is normal; that 1,500 sailors, marines and volunteers are guarding the streets and that the victory has returned and that the mixed court will again resume business on Saturday.

DOUBLE TRAGEDY IN INDIAN TERRITORY.  
Muskegon, I. T., Dec. 21.—Dr. Killingsworth, of Sherman, Texas, shot and mortally wounded his wife at a local hotel here today because she refused to return to Sherman with him and he also shot and killed Mrs. Killingsworth, who was with Mrs. Killingsworth. He was arrested. All are accused.

INSURANCE OFFICIALS STILL BEING INVESTIGATED.  
New York, Dec. 21.—Several officials of the State Insurance department were present today when the insurance investigation began its session. Among them were Francis Hendricks, state superintendent; Isaac H. Chappell, chief examiner, and Chief Clerk Appleton.

LARGE OCEAN STEAMER REPORTED TO BE ON FIRE.  
Atlantic City, N. J., Dec. 21.—A large unknown steamer, but supposed to be the Philadelphia, which sailed from New York yesterday for Seattle, is on fire, five miles out from this city. Life savers have gone to the rescue.

New York Money Market.  
New York, Dec. 21.—Money on call, 4 1/2 to 5 1/2 per cent. prime mercantile paper, 3 1/2 to 4 1/2 per cent. Bar silver, 65 1/2 c.

## GENERAL NEWS WELL GATHERED

Artillery Search Lights Do Damage to Navigators in Harbors.

TELEGRAPH BOND ISSUE

Largest Steel Plant Ever Proposed in History of the World.

Washington, D. C., Dec. 21.—The navigators of rivers and harbors in the neighborhood of the coast fortifications have complained to the War Department of the practice of the searchlights of throwing such light upon their ships, much to the annoyance of those on board. It has been ordered by the War Department that greater care be exercised in the operation of searchlights mounted at the coast forts. It is well known that a light of this kind is apt to lead to serious consequences. It sometimes blinds the man at the wheel. The searchlight will, therefore, be used only when it is absolutely necessary, and will be directed toward those ships used by the government for artillery practice. Whenever any other vessel is in the harbor, the light will be removed, and as the identity of the ship is disclosed or as soon as the usual alarm whistles are sounded. The artillerymen say the searchlight has come to have a prominent place in the operations of guns at night, and is now regarded as absolutely essential, in the location of a target. It is almost necessary to conduct constant practice with the light so that the operators may have every opportunity to perfect themselves in the management of the mechanism. Every coast fort will be equipped with one or more of the searchlights and some of the plants will be of great power.

OF 150 MILLIONS.  
New York, Dec. 21.—A special meeting of the stockholders of the American Telephone and Telegraph company has been called for this afternoon for the purpose of considering the proposition of issuing \$150,000,000 in convertible bonds, with a view of extending the business of the company. The bonds are to be sold from time to time, as the needs of the company may require. A special meeting of the stockholders had to be called to enable the company to carry out the plan. The company has sufficient funds in its treasury to meet its probable requirements until well into the year 1906, but authority is desired to issue bonds, so that the directors may be in a position to take advantage of any favorable opportunity that may arise. There is no doubt that the stockholders will approve of the plan.

LARGEST STEEL PLANT SINCE TIME BEGAN.  
Indianapolis, Ind., Dec. 21.—The United States Steel Corporation has broken ground between Hammond and Tullahoma, Lake county, near the Illinois state line, for a new steel plant, which, it is asserted, will be the largest in the world. The plant has not yet been fully matured in all their detail, but those in a position to know state that within the next two years Indiana will usurp the place held by Illinois as the greatest steel producing state in the west. According to a statement given out the United States Steel Corporation is going to put \$20,000,000 into the new plant alone, and will make it the best equipped plant of its kind in the world. It is expected that when it is running at full capacity, twenty thousand men will be employed there. Even under the most favorable conditions it will require at least two years to complete the enormous plant.

NEW ENGLAND DINNER GIVEN IN BROOKLYN.  
Brooklyn, N. Y., Dec. 21.—The annual dinner of the New England Society of Brooklyn will be held this evening at the Pough mansion. The first address will be delivered by J. P. Belliver, United States senator from Iowa, one of the most eloquent speakers in congress. He will be followed by Dr. M. C. Stryker, president of the Clinton Avenue Congregational Church. The evening address will be made by J. Adam Bede, congressman from Minnesota, and known as "the witty man" of the last congress.

STATE CHANCELLORS HOLD A CONFERENCE.  
Little Rock, Ark., Dec. 21.—The conference of the chancellors of this state was opened here today with a large attendance. It is the first meeting since the initial conference in April, and it is expected that an organization will be effected and a constitution and by-laws will be adopted. Several of the committee appointed at the first meeting will report and various matters of interest will come up for consideration and discussion. The meeting has been carefully timed so as not to conflict with the work of the courts.

For Holiday Wines—Stern, Schloess & Co.

FRANK A. VANDERLIP.

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